

PROCEEDINGS OF THE BROWN COUNTY EXECUTIVE COMMITTEE

Pursuant to Section 18.94 Wis. Stats., a regular meeting of the **Brown County Executive Committee** was held on Monday, May 11, 2009 in Room 200 of the Northern Building – 305 East Walnut Street, Green Bay, Wisconsin

Present: Bernie Erickson, Pat Evans, Tom Lund, Andy Nicholson, Mary Scray, John VanderLeest, Guy Zima
Also Present: Tom Hinz, Jayme Sellen, Sara Perrizo
Don VanderKelen, Debbie Klarkowski, Fred Mohr, Jim Nickel
Lynn VandenLangenberg, Kurt Hogarty, Darlene Marcelle, Sandy Juno
Supervisors Dantine, Clancy, DeWane, Kaster, Fleck, Andrews,
Williams, Former Supervisor Harold Kaye
Other Interested Parties, Media

****Presentation****

**By Mike Berg & Brett Wallace – Department of Transportation
Mark Lenters – Ourston Roundabout Engineering**

- I. **Call Meeting to Order:**
The meeting was called to order by Chairman Mary Scray at 5:34 p.m.
- II. **Approve/Modify Agenda:**
Items were taken out of order, although shown in proper format here.
Closed Session re: Collective Bargaining moved up depending on arrival of Don VanderKelen; #11 moved forward after presentation or Comments from the Public.

Motion made by Supervisor Lund and seconded by Supervisor Erickson to approve the agenda as modified. MOTION APPROVED UNANIMOUSLY
- III. **Approve/Modify Minutes of April 6, 2009:**

Motion made by Supervisor Zima and seconded by Supervisor Lund to approve the minutes. MOTION APPROVED UNANIMOUSLY

Presentation:

Mike Berg, Regional Manager for the Northeast DOT Region, Brett Wallace, US 41 Program Manager (DOT), and Mark Lenters, Orston Roundabout Engineering, were present to explain the US 41 Project.

Mr. Wallace explained he would be presenting information related to the project overview, cost and schedule, project goals, highlights, and the US 41 corridor roundabout plan. He explained this is a federal major "mega" project involving 17 miles in Winnebago County, 14 miles in Brown County, and involving the reconstruction of 13 interchanges. Forty-four (44) roundabouts are planned for construction with 28 in Brown County. This is the largest road construction project in the history of Northeast Wisconsin and is projected to start in 2009. Total cost is estimated at \$988,000,000,

with \$545,000,000 of that total in Brown County. Mr. Wallace explained the project schedule and goals, stating that the roundabout plan is a safer approach. Engineering, education, and enforcement are a priority, along with coordination with community officials and the general public, affected property owners, and businesses.

Supervisor Lund expressed concern with the trucking industry and Mr. Wallace indicated he has been talking with Spancrete and other trucking companies to address their concerns.

Supervisor Evans pointed out that the Green Bay City Council voted against the roundabout plan, asking if the process can be stopped if the DOT will move forward with the plan anyway. Mr. Berg stated the DOT is willing to address all concerns, that studies show this is the best way to move traffic quickly, efficiently, and safely.

Supervisor Zima stated that at a previous presentation before the Green Bay City Counsel, he asked where the DOT derives their authority to plan such a project before the public has had input and was told it came from State Statute. He pointed out that the general public does not understand state statute and overall are not in favor of roundabouts.

As a representative of the public, Supervisor VanderLeest stated he is encouraging his constituents to contact the Governor, and other elected representatives to express their concerns. His main issues are for businesses who will have problems moving their product. In addition, he expressed concern with traffic on Lombardi Avenue during large events at the Packer Stadium or Resch Center. He asked that a specific study be done in this area.

Mr. Wallace stated they have met with officials in Ashwaubenon and have asked them for specific concerns, one being with managing event traffic on Lombardi. Wallace indicated they will be studying these issues and discussing them with the Brown County Sheriff's Department.

Motion made by Supervisor VanderLeest and seconded by Supervisor Nicholson to suspend the rules to allow interested parties to speak.

MOTION APPROVED UNANIMOUSLY

Comments from the Public/Such Other Matters as Authorized by Law:

Jason Wied – Vice President, Green Bay Packers

Mr. Wied stated that the Packer organization is interested in the project, indicating that the DOT has been proactive and sensitive to their needs. The goal is to give proper consideration to the public, allowing for mobility and access to the stadium in a safe, quick fashion. When pinned to answer whether they are for or against the roundabouts, Wied replied the organization is in favor of what is most safe and trust this decision to the experts from the DOT.

Ken Wachtner – President PMI

Mr. Wachtner stated that the Resch Center has 250 events per year. At this time they have experienced few traffic problems and are happy with the present system. Stated, "If it works, why fix it".

Mike Weyer - DePere

Although has found roundabouts in DePere and on I43 to work well most of the time, stated there is no proof they are better. He owns a business near Lambeau Field and asked that before making any decision, more studies be done.

Ed Martin – HJ Martin & Sons

Is opposed to roundabouts. Stated they are against the Americans with Disabilities Act as there are no provisions for handicapped or vision impaired.

Jerry Watson – DePere

Is a retired truck driver and owns a business in the stadium district. Stated that although single lane roundabouts may work okay, he is opposed to anything larger.

Nelson Gabolic –Green Bay

Spoke in favor of the plan from a fiscal standpoint.

Tracy Crawford – Military Avenue Business Owner

Stated she is opposed to roundabouts anywhere. Feels they will have negative impact on business owners on Military Avenue and in other areas.

Motion made by Supervisor Zima and seconded by Supervisor VanderLeest to return to regular order of business. MOTION APPROVED UNANIMOUSLY

Move to #1 on the agenda

11. **Requesting that the State of Wisconsin Department of Transportation exclude roundabouts in that portion of the US-41 project involving roads in Brown County.**

Supervisor Erickson suggested they identify specific roads rather than voice opposition in the entire County. Roads were identified as Highway 29, Highway 54, Lombardi Avenue, Oneida/Waubee Lane, Scheuring Road

Supervisor Zima stated that he spoke with the Village President of Ashwaubenon who informed him that their committee will make a recommendation to the Board to oppose any roundabouts in Ashwaubenon at their meeting on May 12th.

Supervisor VanderLeest stated he would support opposition as in his opinion the DOT does not have a vision for moving product on the Hwy 41 corridor.

Supervisor Lund suggested there be a referendum held so that the public can vote on the matter.

**Motion made by Supervisor VanderLeest and seconded by Supervisor Zima to approve the exclusion of roundabouts in that portion of the US-41 project involving roads in Brown County.
MOTION APPROVED UNANIMOUSLY**

Communications:

1. **Communication from Supervisor Knier re: Implement a policy that would require every ordinance or policy amendments proposals to identify current law and the proposed changes in the same document; similar to procedure/amendments made to state law. (Referred from April County Board):**

Motion made by Supervisor Evans and seconded by Supervisor Lund to hold until June meeting. MOTION APPROVED UNANIMOUSLY

- 1a. **Communication from Supervisor Nicholson re: Have Brian Leonhardt, FoxComm Fiscal Advisory Board Chairman, for questions and answers re: Brown County termination of FoxComm Agreement:**

Supervisor Nicholson explained he brought this matter forward so that members of the FoxComm Fiscal Advisory Board have the opportunity to clarify misconceptions which may have been made between FoxComm and the Brown County Board.

A letter from Brian Leonhardt was distributed and is attached. He stated that after reviewing minutes from the Public Safety Committee and Brown County Board there were issues he would like to address. He indicated it was disappointing when Brown County made the discussion to leave FoxComm which he thought was a good example of communities working together to share information.

Supervisor Zima explained that a committee was formed to study the partnership with FoxComm. It was felt there was a "tyranny of the majority" as Brown County had to pay 40% of the costs, however, did not have equal voting power. A cost analysis determined that there was more benefit to other members than to Brown County.

Issues with the termination agreement at this time have come down to equipment moving costs, estimated at \$22,000. Leonhardt stated that this move is something that was not planned in the 2009 budget. The language in the agreement is not clear as it does not include reconnection costs. FoxComm is of the opinion costs should be split the same as all other costs have been with 40% to Brown County, or \$8,000. The Public Safety Committee has set a cap of \$6,000. Zima suggested the difference be split.

County Executive Hinz stated that at the January 9th meeting there was no final agreement reached to the three issues discussed. However, Mike Brooks, Winnebago County Sheriff's Department, stated that in order to avoid animosity, it was his opinion an agreement was made to split costs.

Supervisor Carol Andrews who serves on the Public Safety Committee explained that the committee did not understand where the \$22,000 estimate came from. They were merely given a document stating this was the cost. There were no actual bids or RFP done, which is the normal Brown County policy. Because of questions regarding the cost, the committee set a cap not to exceed \$6,000.

Motion made by Supervisor Evans and seconded by Supervisor Nicholson to suspend the rules to allow interested parties to speak.

MOTION APPROVED UNANIMOUSLY

**Harold Kaye - Former Brown County Supervisor and
Former Chairman of the Public Safety Committee**

Mr. Kaye stated that he attended several meetings with FoxComm over an eight year period. Because of several concerns, a committee was formed to study the partnership. It was found that Brown County could save \$1.3 million over a three year period if they terminated the agreement with FoxComm. Kaye stated that at times it was felt that FoxComm was "hostile" to Brown County.

Further discussion by the committee resulted in the conclusion that the agreement with FoxComm was not fair to Brown County as they are required to pay 40% and have only one vote.

Supervisor Nicholson pointed out that when Mr. Leonhardt was asked the benefit for Brown County to stay with FoxComm the reply was to share information with four other counties, experience and knowledge, and funding opportunities. Nicholson asked that it be noted for the record that this agreement was made during the Bukowski/Nusbaum Administration and was a "bonehead move". He stated there is no justification for the charges.

Supervisor Bill Clancy, who also serves on the Public Safety Committee, pointed out that a grant obtained by FoxComm resulted in no money being spent in Brown County, stating the bottom line is that Brown County "cannot afford to be a part of FoxComm".

Supervisor Williams also feels there has been animosity from the FoxComm Fiscal Advisory Board. He will not approve any negotiations with them. He also questioned the moving charge, stating there is not that much equipment to move.

Lynn VandenLangenberg stated that any charges from FoxComm related to moving of equipment are required to be itemized.

Motion made by Supervisor Lund and seconded by Supervisor Erickson to return to regular order of business. MOTION APPROVED UNANIMOUSLY

Motion made by Supervisor Erickson and seconded by Supervisor Lund to respect the wishes of the Public Safety Committee to retain the cap at \$6,000.

Supervisor Clancy recommended the County receive a quote for the moving of the equipment from the IS Department. Beth Rogers of IS informed the committee that once the equipment is unconnected, service will be down relative to 911 calls, response, etc. Jim Nickel pointed out that of the \$22,000 requested by FoxComm, \$3,200 is for a network study, with the actual cost to move equipment only \$5,000, or 40% being \$2,000.

Motion amended by Supervisor Zima and seconded by Supervisor VanderLeest to set the cap at \$3,000. MOTION APPROVED UNANIMOUSLY

Legal Bills:

2. Review and possible action on Legal Bills to be paid:

Chairman Scray referred to invoices in packet material, pointing out that invoice #305455, was correctly denied, and will be paid by Syble Hopp, #304092 will be paid.

Supervisor Erickson referred to invoice #302967 dated 1/22/09 from Davis/Kuelthau for \$43 regarding a conversation with a County Board member concerning amendment to a sub-division ordinance. Recommendation was made to deny payment of this amount.

Motion made by Supervisor Evans and seconded by Supervisor Lund to deny payment of \$43.00, Invoice #3092967, dated 1/23/09 in the amount of \$43. MOTION APPROVED UNANIMOUSLY

Chairman Scray informed the committee that Attorney James Kalny has been contacted with a request to come before this committee to explain charges. Board Attorney Fred Mohr requested that other invoices related to Davis/Kuelthau be deferred until the June meeting of this committee.

Motion made by Supervisor Zima and seconded by Supervisor Nicholson to defer payment of Davis/Kuelthau bills until May. MOTION APPROVED UNANIMOUSLY

Motion made by Supervisor Lund and seconded by Supervisor Erickson to approve payment of all other legal bills. MOTION APPROVED UNANIMOUSLY

Reports:

3. County Executive Report:

- a. **Budget Status Financial Report for February 28, 2009:**
Tom Hinz reported that the budget is in line.

Motion made by Supervisor Lund and seconded by Supervisor Zima to receive and place on file. MOTION APPROVED UNANIMOUSLY

4. Internal Auditor Report:

- a. **Budget Status Financial Report for March 28, 2009**

Motion made by Supervisor Lund and seconded by Supervisor Nicholson to receive and place on file. MOTION APPROVED UNANIMOUSLY

- b. **Planning and Land Services Department Internal Controls Audit:**
Internal Auditor, Sara Perrizo, referred to her audit of the Planning and Land Services Department stating that all recommendations have been implemented.

Motion made by Supervisor Lund and seconded by Supervisor Erickson to approve. MOTION APPROVED UNANIMOUSLY

c. Other:

A report of internal controls at the Brown County Zoo will be given at the next meeting. In addition, issues at the Safara Sreak House at the Brown County Golf Course will be revisited and an update will be given at the next meeting.

5. Board Attorney Report:

a. Discussion re: the Department of Human Services:

Fred Mohr reported that at the request of Supervisor Pat Evans, research was done to determine whether there could be a division of staff in the Human Services Department. Mohr stated he found no enabling legislation which would allow this so contacted the attorney for the State Department of Health & Social Services who informed him there is no such legislation, that once the department was created it cannot be separated.

b. Discussion re: Maximum Hours or Employee Work:

Research with the Corporation Counsel's office has determined there is no immediate need to change the present policy regarding maximum hours of employee work.

c. Uniform Allowance:

Mohr stated he has worked with the Internal Auditor and a policy has been distributed to department heads.

Motion made by Supervisor Lund and seconded by Supervisor Zima to approve. MOTION APPROVED UNANIMOUSLY

Other:

6. Discussion and possible action re: Waste Transfer Station Hauling Contract:

Because information to be presented is open records, Attorney Mohr indicated it could be discussed, however, anything related to financial or competitive issues would be exempt from discussion.

Ms. Perrizo reported that bids were received and an award given to Rick Tritt, Inc. An appeal has been received and, therefore, her recommendation is to withhold the award to Rick Tritt, Inc. and award it to the next lowest competitive bidder, that being Badgerland Express. This decision is based on several days of research into financial background of both companies.

Finance Director, Lynn VandenLangenberg reported that when she analyzed the financial statements for both companies, it was her recommendation to hold the performance bond beyond the first year.

Comments from Supervisors Dantine, Kaster, and Fleck who serve on the Planning, Development & Transportation Committee expressed concern with the way this award was handled. Lynn VandenLangenberg will be reviewing the process.

Motion made by Supervisor Erickson and seconded by Supervisor Lund to reject the award to Rick Tritt, Inc., and award to the lowest qualified bidder, Badgerland Express, per staff recommendation.

MOTION APPROVED UNANIMOUSLY

7. Update and Report on Status of Clerk I/Bilingual Position (From Admin Cmte):

Darlene Marcelle and Sandy Juno of the Clerk's office were present to address this request. Chairman Scray indicated she would prefer that someone within the County be hired. Debbie Klarkowski explained the process and that the Human Resources Department will work on that aspect.

Motion made by Supervisor Lund and seconded by Supervisor Evans to approve. MOTION APPROVED UNANIMOUSLY

Resolutions/Ordinances:

8. Resolution re: Authority to Execute a 2009 Labor Agreement with the Brown County Para-Professional Library Employees:

Motion made by Supervisor Lund and seconded by Supervisor Evans to approve. MOTION APPROVED UNANIMOUSLY

9. Resolution re: Authority to Execute a 2009 Labor Agreement with the Brown County Mental Health Center Registered Nurses, Local 1091-E:

Motion made by Supervisor Lund and seconded by Supervisor Evans to approve. MOTION APPROVED UNANIMOUSLY

10. Resolution re: Human Services Department Change to Table of Organization – Delete (2.5) FTE Clerk/Typist II positions and create 2.5 FET Clerk II positions:

Motion made by Supervisor Lund and seconded by Supervisor Evans to approve. MOTION APPROVED UNANIMOUSLY

12. Resolution re: Oppose increases in fees assessed by the State of Wisconsin and collected by the County.

Motion made by Supervisor Lund and seconded by Supervisor Evans to approve. MOTION APPROVED UNANIMOUSLY

13. **Resolution re: To protect the property taxpayers of Wisconsin from investment losses in the Wisconsin Retirement System:**

Supervisor Zima explained that those people in the stock fund variable rate program received pension deductions this year in the neighborhood of 40%. The Wisconsin Retirement System has a five year averaging system by which they keep the rest of it in balance. In years where investments are performing well, rates are lowered to municipalities, however, in years investments are not doing well, payments are increased to the municipal employer.

Supervisor VanderLeest pointed out that because of losses in the WRS system, the City of Green Bay will have to cover \$350,000 for 1,000 employees in 2010.

Several other supervisors spoke to this issue, with Supervisor Fleck noting that in good times, the City did not pay anything. Finance Director, Lynn VandenLangenberg confirmed that the amount varies each year.

Supervisor Lund indicated he would support the resolution, pointing out that the private sector is not receiving matches in their 401K's. Supervisor Williams noted that when signing a contract, it is an obligation to accept the outcome.

Motion made by Supervisor Lund and seconded by Supervisor VanderLeest to approve.

Ayes: Erickson, Lund, Nicholson, VanderLeest, Scray

Nays: Zima

Abstain: Evans

MOTION APPROVED

14. **Resolution re: Opposition to 2009 Assembly Joint Resolution 39 reducing the voting age to 17:**

Motion made by Supervisor Lund and seconded by Supervisor Evans to approve opposition to Assembly Joint Resolution 39.

MOTION APPROVED UNANIMOUSLY

15. **Resolution re: Opposition to eliminating Spring Elections:**

Motion made by Supervisor Evans and seconded by Supervisor Lund to approve resolution opposing the elimination of Spring Elections.

MOTION APPROVED UNANIMOUSLY

16. **Closed Session: Under 19.35 (1) (c) for purpose of establishing Collective Bargaining Strategy:**

Motion made by Supervisor Zima and seconded by Supervisor Evans to enter into closed session at 7:17 p.m. Roll Call: All Present

MOTION APPROVED UNANIMOUSLY

**Motion made by Supervisor Lund and seconded by Supervisor Zima to return to regular order of business at 8:40 p.m. Roll Call: All Present
MOTION APPROVED UNANIMOUSLY**

Supervisor Zima announced that discussion in the closed session resulted in a directive to Labor Negotiator, Don VanderKelen, to proceed.

17. **Closed Session: Pursuant to 19.85 (c) & (g) to discuss performance of an employee and to confer with legal counsel regarding threatened litigation.**

**Motion made by Supervisor Lund and seconded by Supervisor Evans to enter into closed session at 9:30 p.m. Roll Call: All Present
MOTION APPROVED UNANIMOUSLY**

Recording Secretary excused 9:30 p.m.

**Motion made by Supervisor Lund and seconded by Supervisor Vander Leest to return to regular order of business Roll Call: All Present
MOTION APPROVED UNANIMOUSLY**

18. **Such Other Matters as Authorized by Law:**

Motion made by Supervisor Vander Leest and seconded by Supervisor Lund to adjourn at 10:15 p.m. MOTION APPROVED UNANIMOUSLY

Respectfully submitted,

Rae G. Knippel
Recording Secretary

"Personally, I love them, and I'll tell you why. You only have to stop one lane of traffic, then go to the middle and wait. The cars can't go much faster than 20 mph through the roundabout so the crossing aspect is great."

Denise Halton

School Crossing Guard, Suamico, Wisconsin
Green Bay Press-Gazette
February 6, 2001

"We have had a lot of people not very happy about the idea of roundabouts, but after they are constructed, those fears mostly go away."

Brian Walsh

Washington State Department of Transportation
Seattle Times
June 5, 2002

"We all know people speed up to get through a yellow light. But at the roundabout, all the vehicles have to slow down ... we have almost 50 roundabouts now, we have a lot [fewer] personal injuries. We have fewer fatalities."

James Bratnord

Mayor, City of Carmel, Indiana
www.rbtci7.com
November 8, 2007

Education is key.

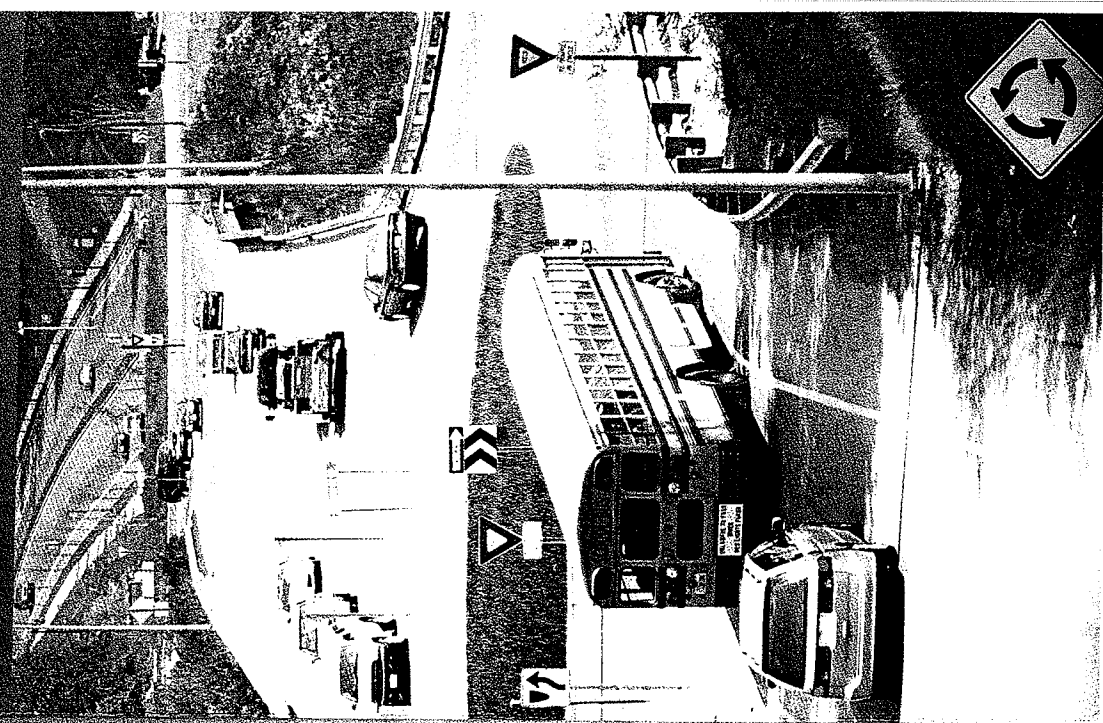
Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be apprehensive about new things, it's important to educate the public about roundabout use.

There are just a few simple guidelines to remember when driving through a roundabout:

1. Slow down.
2. If there's more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
3. Yield to pedestrians and bicyclists.
4. Yield at the entry to circulating traffic.
5. Stay in your lane within the roundabout and use your right-turn signal to indicate your intention to exit.
6. Always assume trucks need all available space — don't pass them!
7. Clear the roundabout to allow emergency vehicles to pass.

Visit www.fhwa.gov/roundabouts to learn more about roundabouts

Roundabouts A Safer Choice

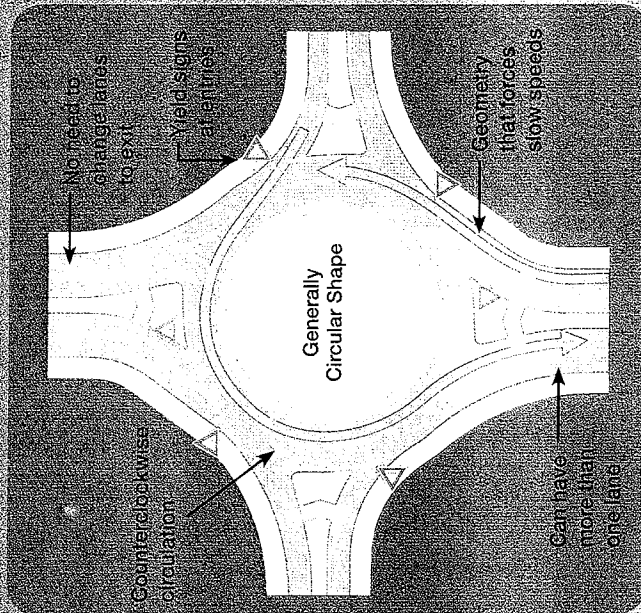


What is a roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.

Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics:



Why consider a roundabout?

Compared to other types of intersections, roundabouts have demonstrated safety and other benefits.

Roundabouts

> Improve safety

- More than 90% reduction in fatalities**
- 75% reduction in injuries**
- 35% reduction in all crashes**
- Slower speeds are generally safer for pedestrians

> Reduce congestion

- Efficient during both peak hours and other times
- Typically less delay

> Reduce pollution and fuel use

- Fewer stops and hard accelerations, less time idling

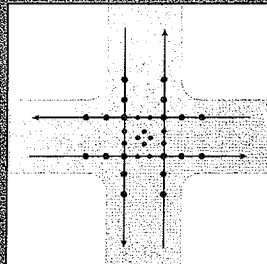
> Save money

- Often no signal equipment to install, power, and maintain
- Smaller roundabouts may require less right-of-way than traditional intersections
- Often less pavement needed

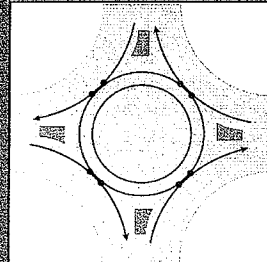
> Complement other common community values

- Safer, greener
- Pedestrian- and bicyclist-friendly

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.

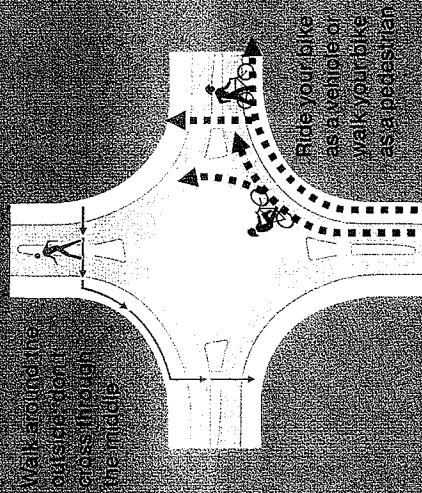


[Traditional intersection]



[Roundabout]

Tips for safely walking and biking through a roundabout



Research is ongoing on additional treatments and design considerations to address the needs of visually impaired pedestrians.



**CONNECTING
WISCONSIN**

Roundabout Question and Answer Sheet

NOTES:

WHAT IS A ROUNDABOUT?

Roundabouts are circular intersections where traffic flows around a center island. Roundabouts are designed to promote safe and efficient traffic flow and use yield signs at entry to control traffic instead of traffic signals or stop signs.

Modern roundabouts are not neighborhood traffic circles that are used to slow traffic. Roundabouts also are not the old large traffic circles, sometimes called rotaries, which were common years ago in England and along the northeast coast of the United States.

ARE ROUNDABOUTS USED IN WISCONSIN?

Numerous roundabouts are operating in Wisconsin and many more are in the planning phases. There are currently 43 operating roundabouts associated with the State Highway System and 189 more are proposed. The local street system has at least 42 more roundabouts in operation throughout the state. Roundabouts are located in both large and small communities including Milwaukee, Madison, Mount Horeb, Wisconsin Rapids, DePere and Kaukauna.

HOW SAFE ARE ROUNDABOUTS?

Roundabouts move traffic safely through intersections with slower speeds, fewer conflict points and easy decision making. Studies from the Insurance Institute of Highway Safety show roundabouts provide a 90% reduction in fatal crashes, a 76% reduction in injury crashes, a 30-40% reduction in pedestrian crashes and a 10% reduction in bicycle crashes.

WILL ROUNDABOUTS TAKE LONGER?

Even though drivers must lower their speeds to enter, roundabouts more efficiently move traffic through intersections because yielding at an entry point takes less time than stopping and waiting for a green light. Also, roundabouts more effectively handle intersections with a high volume of left turns in comparison to traffic signals.

WHAT BENEFITS DO ROUNDABOUTS PROVIDE?

In addition to safety and traffic flow improvements, roundabouts also reduce vehicle emissions and fuel consumption because vehicles are not idling at signalized intersections. Roundabouts can also provide landscaping opportunities which could improve roadway aesthetics.



CONNECTING WISCONSIN

Roundabout Question and Answer Sheet

HOW DO YOU DRIVE THROUGH A ROUNDABOUT?

When approaching a roundabout the driver should slow down and obey the traffic signs; yield to any pedestrians within or about to enter the crosswalk. Then yield to traffic from the left that is already in the roundabout. When a safe gap appears, the driver should enter the roundabout and proceed in a counterclockwise direction. Once a driver is in the roundabout, they should not pass other vehicles or switch lanes. As you approach your exit, turn on your right turn signal. Yield to pedestrians and bicycles as you exit.

The rules are the same for multi-lane roundabouts. As you get closer to the roundabout entrance, it is very important to observe the signs and arrows to determine which lanes to use before entering the roundabout. Black and white signs on the side of the road and white arrows on the road will show the correct lane to use. In general, if you want to make a left turn, you should be in the left lane or other lanes that are signed and marked as left turn lanes. If you want to make a right turn, you should be in the right lane or other lanes that are signed and marked as right turn lanes. If you want to go straight, observe the signs and arrows to see what lane is correct.

WILL EMERGENCY WORKERS, FARM EQUIPMENT AND SEMI-TRUCKS BE ABLE TO USE THE ROUNDABOUTS?

Yes. To accommodate larger vehicles, roundabouts are designed with a "truck apron" located between the roadway and the center island. The apron is generally composed of a brick red colored concrete and is slightly raised to discourage cars from using it, while providing larger vehicles with the room they need. When trucks are entering or are within a roundabout, vehicles should never drive next to or pass a truck because they may need multiple lanes to maneuver through a roundabout. When an emergency vehicle approaches a roundabout, drivers should exit the circle and pull over.

ARE PEDESTRIANS AND BICYCLISTS ABLE TO USE ROUNDABOUTS?

Yes. Sidewalks are generally provided on the perimeter of the roundabout. Wisconsin State Statute 346.2 notes the operator of a vehicle shall yield the right of way to a pedestrian or to a person riding a bicycle who is crossing the highway within a marked or unmarked crosswalk. However, pedestrians and bicyclists who are using a crosswalk should still look for vehicular traffic before crossing the highway. Crossing distances at roundabouts are relatively short and pedestrians cross only one direction of traffic at a time. Bicyclists have two options. They can continue through the roundabout following the same rules as vehicles or they can enter the sidewalk and proceed as a pedestrian, walking their bike.

WHERE WILL ROUNDABOUTS BE LOCATED ALONG THE US 41 CORRIDOR?

The US 41 Expansion project includes the construction of 44 roundabouts. They are generally located where the interchange exit/entrance ramps intersect with the local roadway and would replace some of the adjacent intersections.

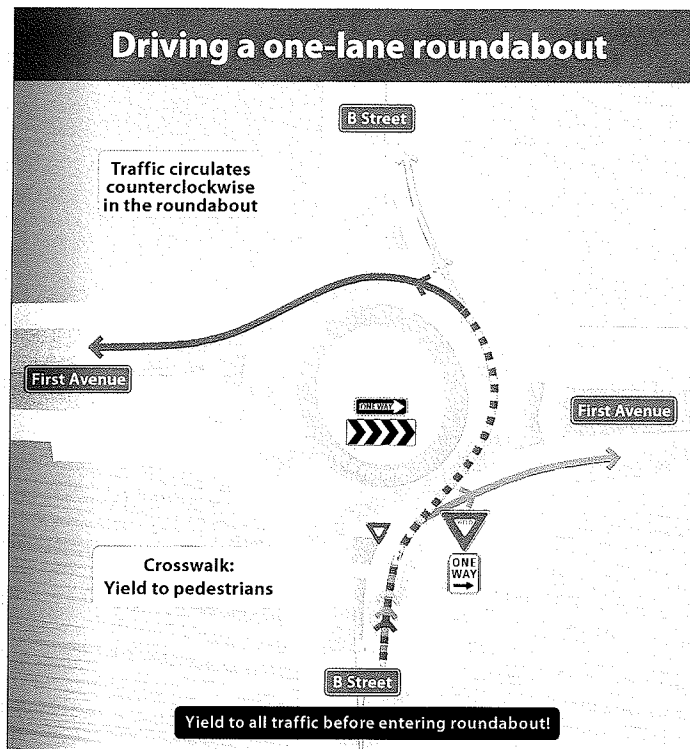
WHERE CAN I FIND ADDITIONAL INFORMATION ABOUT ROUNDABOUTS?

WisDOT already has some information about roundabouts on their website, including an information brochure and a video. The website can be accessed at the following URL: **www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabout.htm**.



CONNECTING WISCONSIN

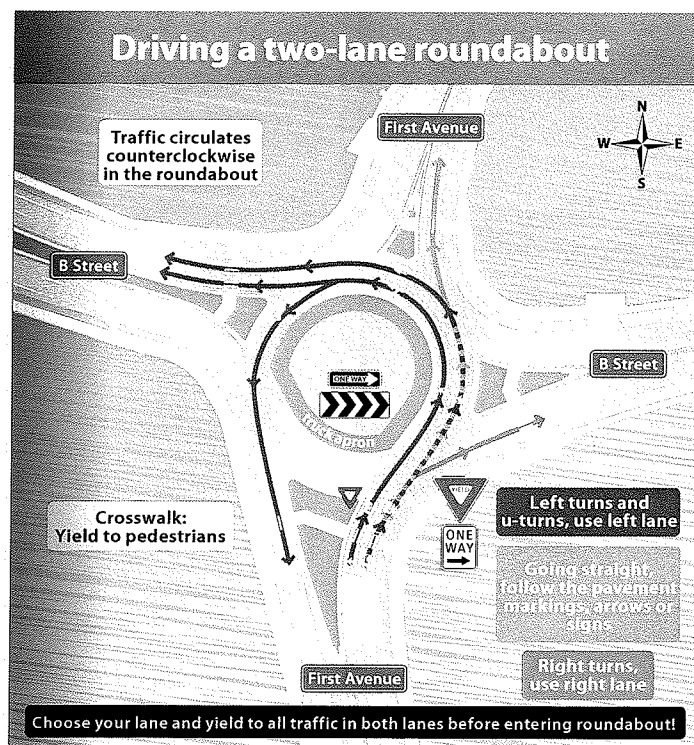
Driving Roundabouts



DRIVING A ONE-LANE ROUNDABOUT

The example "Driving a one-lane roundabout" (at left) shows the traffic movement patterns for driving safely through the one-lane roundabout.

The one-lane roundabout is known as one of the safest and most efficient intersections.



DRIVING A ROUNDABOUT WITH TWO OR MORE LANES

The example "Driving a two-lane roundabout" (at left) shows the lane arrows on the road.

As you approach the roundabout, notice each lane has different arrows on the road. Following the arrows will guide you through the roundabout safely.

The northbound-through traffic should be in the right lane only.

The southbound-through traffic should be in the left lane only.

The eastbound-through traffic and the westbound-through traffic can be in either lane.

General information for all roundabouts

Roundabouts are becoming more common in the U.S. because they provide safer and more efficient traffic flow than standard intersections. By keeping traffic moving one-way in a counterclockwise direction, there are fewer conflict points and traffic flows smoothly.

Crash statistics show that roundabouts reduce fatal crashes about 90%, reduce injury crashes about 75%, and reduce overall crashes about 35%, when compared to other types of intersection control.

When driving a roundabout, the same general rules apply as for maneuvering through any other type of intersection.

Truck apron

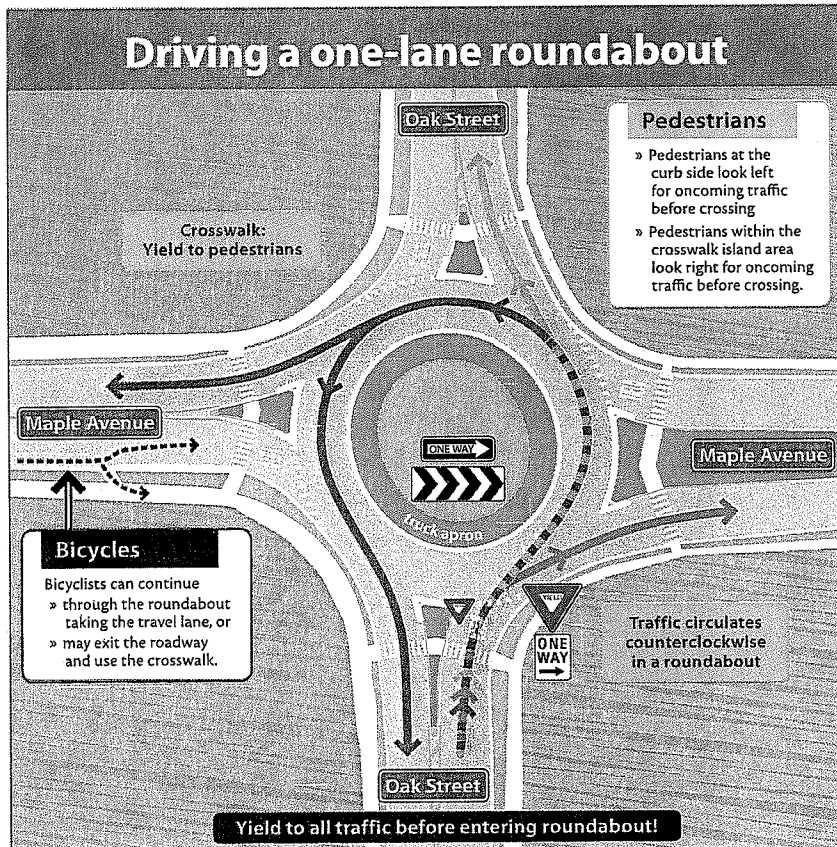
Large vehicles need more space when driving in a roundabout. A truck apron is a paved area on the inside of the roundabout for the rear wheels of large trucks to use when turning, sometimes referred to as off-tracking. Truck aprons are not to be used by cars, SUVs or pickup trucks.

Steps for driving a roundabout:

1. Slow down. Obey traffic signs.
2. Yield to pedestrians and bicyclists as you approach the roundabout.
3. Yield to traffic on your left already in the roundabout.
4. Enter the roundabout when there is a safe gap in traffic.
5. Keep your speed low within the roundabout.
6. As you approach your exit, turn on your right turn signal.
7. Yield to pedestrians and bicycles as you exit.

Emergency vehicles in the roundabout

- Always yield to emergency vehicles.
- If you have not entered the roundabout, pull over and allow emergency vehicles to pass.
- If you have entered the roundabout, continue to your exit, then pull over and allow emergency vehicles to pass.
- Avoid stopping in the roundabout.



<< Driving a one-lane roundabout

This example shows the traffic movement patterns through a one-lane roundabout.

The one-lane roundabout is known as one of the safest and most efficient intersections.

Driving a roundabout with two or more lanes >>>

Choose the proper lane before entering: As you get closer to the roundabout entrance, it is very important to observe the signs and arrows to determine which lane to use before entering a roundabout. Black and white signs on the side of the road and white arrows on the road will show the correct lane to use. In general, if you want to make a left turn, you should be in the left lane or other lanes that are signed and marked as left turn lanes. If you want to make a right turn, you should be in the right lane or other lanes that are signed and marked as right turn lanes. If you want to go straight, observe the signs and arrows to see what lane is correct.

Left turns/u-turns: use left lane

- » When approaching the roundabout, use the left lane, or other lanes that are signed and marked as a left turn lane.
- » Yield to pedestrians in the crosswalk.
- » Yield to all traffic on your left before entering the roundabout.
- » Enter the roundabout when there is a safe gap in traffic.
- » Stay in your lane.
- » Use your right turn signal to exit the roundabout.
- » Yield to pedestrians in the crosswalk at the exit.

Going straight: use right lane or left lane

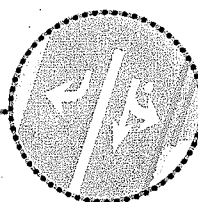
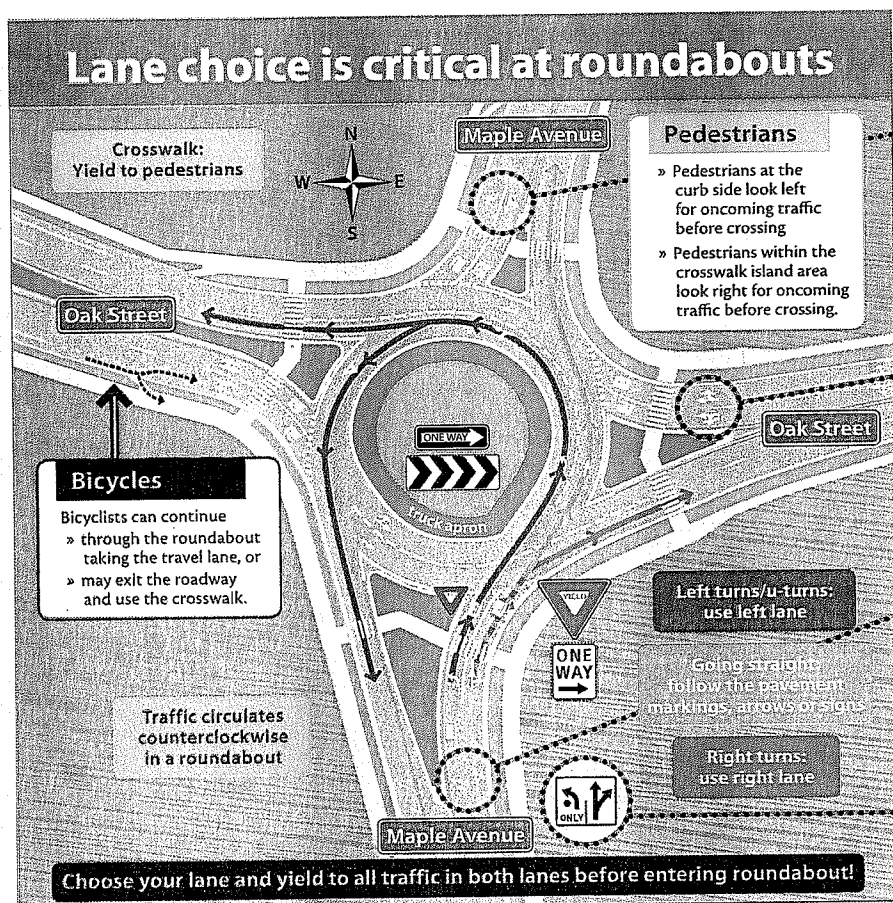
- » When approaching the roundabout, choose the correct lane for your desired exit.
- » Yield to pedestrians in the crosswalk.
- » Yield to all traffic on your left before entering the roundabout.
- » Enter the roundabout when there is a safe gap in traffic.
- » Stay in your lane.
- » Use your right turn signal to exit the roundabout.
- » Yield to pedestrians in the crosswalk at the exit.

Right turns: use right lane

- » When approaching the roundabout, use the right lane, or other lanes that are signed and marked as a right turn lane.
- » Yield to pedestrians in the crosswalk.
- » Yield to all traffic on your left before entering the roundabout.
- » Enter the roundabout when there is a safe gap in traffic.
- » Stay in your lane.
- » Use your right turn signal to exit the roundabout.
- » Yield to pedestrians in the crosswalk at the exit.

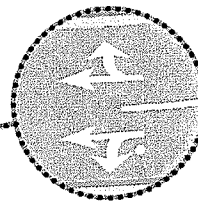
Large vehicles

- » Large vehicles need more space in a roundabout.
- » All drivers should be cautious and avoid driving next to or passing large trucks while approaching and maneuvering through a roundabout.
- » A truck apron is a paved area inside a roundabout.
- » It is for the rear wheels of large trucks to use when turning.
- » Trucks may cross into other lanes or onto the truck apron.
- » Truck aprons are not to be used by cars, SUVs or pickup trucks.



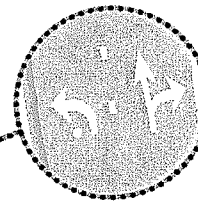
Southbound traffic:

- » Right lane is for right turns only.
- » Left lane is for left turns, u-turns, or through traffic only.



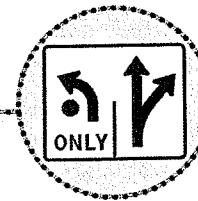
Westbound traffic:

- » Right lane is for right turns or through traffic only.
- » Left lane is for left turns, u-turns, or through traffic only.



Northbound traffic:

- » Right lane is for right turns or through traffic only.
- » Left lane is for left turns or u-turns only.



Black and white signs:

- » at the side of the road

US 41 Project

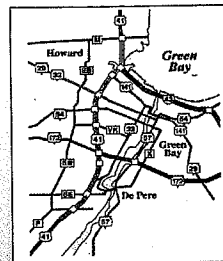
US 41 Update-
Brown County Executive Committee

May 11, 2009

Presentation Outline

- Project Overview
 - Cost & Schedule
- Project Goals
- Project Highlights
- US 41 Corridor Roundabout Plan

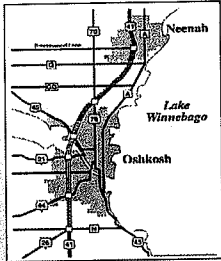
US 41 Project Overview



Brown County

- Federal major "Mega" Project
- 17 miles in Winnebago County
- 14 miles in Brown County
- 13 interchanges reconstructed

US 41 Project Overview



Winnebago County

- 44 roundabouts constructed
 - 28 in Brown County
- 8 lane Lake Butte des Morts Causeway
- Largest road construction project in the history of Northeast Wisconsin
- Construction start 2009



Project Cost Estimate

Brown County	\$545,000,000
Winnebago County	<u>\$443,000,000</u>
Total	\$988,000,000

* Costs are SFY 2009 TPC estimates and include (Let, Non-Let and Delivery)



US 41 Project Schedule

- Orange Lane to Morris Street
 - 2011-2015
- Morris Street to Memorial Drive
 - 2012-2015
- WIS 29 Interchange
 - 2011-2015
- Memorial Drive to Lineville Road (CTH M)
 - 2013-2016
- Scheuring Road Interchange
 - 2010-2011



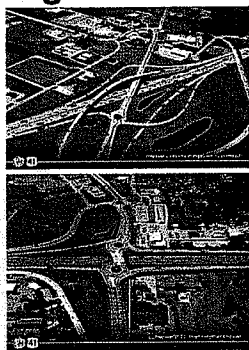
US 41 Project Goals

- Deliver the US 41 Mega Project on-time and on-budget
- Deliver a high quality project
- Maintain public support, trust and confidence
- Create opportunity
- Achieve IH design standards
- Deliver a safe project
- Provide aesthetics that enhance the character of the project and represent a desired community image
- Enhance multi-modal opportunities
- No surprises



Project Highlights

- Urban service interchange reconstruction
- System interchange upgrades (US 45, WIS 29 and IH 43)
- Mainline capacity improvements
- Lake Butte des Morts Causeway crossing capacity & multi-modal
- Safety and operational improvement: roundabouts
- Safety improvement: lighting
- Multi-modal improvements
- Freeway Management Systems

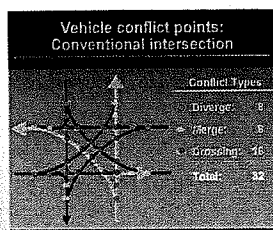


US 41 Corridor Roundabout Plan: A Safer Approach

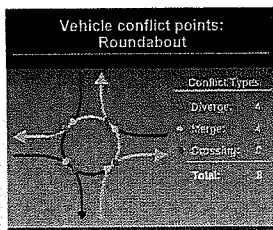
	Traffic Signal	Roundabout
Crash Frequency	↑	↓
Crash Severity	↑	↓
Number of Driver Decisions	↑	↓
Severity of Driver Errors	↑	↓
Traffic Calming	Not effective	Geometrics ensure lower speeds
	↓ Lower	↑ Higher



US 41 Corridor Roundabout Plan: A Safer Approach



24 vehicle to pedestrian conflicts



8 vehicle to pedestrian conflicts



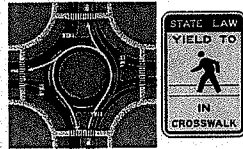
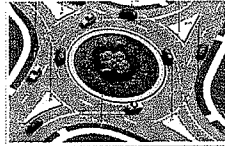
US 41 Corridor Roundabout Plan: A Better Approach

	Traffic Signal	Roundabout
Capacity	↓	↑
Level of Service	↓	↑
Traffic Speed	Not limited by geometrics	Restrained to 18-30 mph by geometrics
Operational Benefits	More delay	Less delay
	↓ Lower	↑ Higher



US 41 Corridor Roundabout Plan: Engineering, Education & Enforcement

- Coordination with
 - Community officials & general public
 - Affected businesses and property owners
 - Public transportation providers
 - Commercial trucking industry
 - Bike and pedestrian stakeholders
- Enforcement of existing traffic laws (yield to pedestrians)
- Appropriately engineered design
- Quality construction
- Outreach and education



US 41 Corridor Roundabout Plan: A Better Approach

- US 41 Corridor Roundabout Plan Decision Making Process
 - FHWA Required Evaluation
 - 2007 Roundabout vs. Conventional Traffic Signal Analysis Report
 - National Safety Studies (Insurance Institute for Highway Safety)
 - 90% reduction in fatal and incapacitating injuries
 - 76% reduction in injuries
 - 39% reduction in vehicle accidents
 - Roundabouts Preferred Alternative
 - Safety
 - Operations
 - Cost
 - Freeway Ramp Operation (Queue Length)
 - 2007 Public Information Meetings



US 41 Corridor Roundabout Plan: A Better Approach

- US 41 Corridor Roundabout Plan Challenges
 - Public Perception vs. Engineering Analysis
 - Permitted Trucking (over-length trucks)
 - Driver Education



US 41 Corridor Roundabout Plan: A Better Approach

- WisDOT Mission:
 - "Provide leadership in the development and operation of a safe and efficient transportation system."
- WisDOT Emphasis Areas (Goals):
 - "Provide and operate a safe and secure transportation system."
 - "Enhance opportunities for mobility and economic growth."
- US 41 Corridor Roundabout Plan is compatible with WisDOT Mission and Goals.



US 41 Corridor Roundabout Plan: A Better Approach

- WisDOT Response to Roundabout Concerns:
 1. Engage community through communication and outreach.
 2. Identify specific community concerns related to the use of roundabouts along US 41.
 3. Work with the community to develop better understanding of roundabout benefits and use.
 4. Repeat.



US 41 Corridor Roundabout Plan: A Better Approach

- What specific issues/concerns does the Brown County Executive Committee have related to the US 41 Corridor Roundabout Plan?



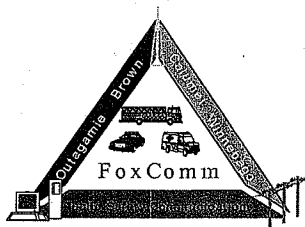
US 41 Project

Questions?

Brett Wallace, PE
US 41 Corridor Program Manager
(920) 492-5693

Brett.wallace@dot.state.wi.us





FOXCOMM

FISCAL ADVISORY BOARD

May 7, 2009

Brown County Public Safety Committee
Brown County Board of Supervisors
305 E. Walnut St.
Green Bay, WI 54301

RE: Public Forum regarding FoxComm

Dear Supervisors:

Over the past year, there have been several discussions in Brown County concerning your county's participation in FoxComm. In an effort to enhance future working relationships, we request an opportunity to discuss what we believe may be inaccurate and/or incomplete information which has been shared with your members in an open, public forum. Below is a chronological list of events which we would like to discuss. The remaining partners in FoxComm, Calumet, Outagamie and Winnebago Counties, all have the best interests of the tax payers in mind and hold the ultimate responsibility for effective and efficient response to 9-1-1 callers. We strive to assure service for all calls for emergency services, regardless of location, are accomplished without disruption and at the highest level of service.

The FoxComm Fiscal Advisory Board (FAB) began reviewing the administrative structure of our organization in early 2006. Jim Nickel was a member of FAB at this time under the Kelso Brown County administration and voted to form an Adhoc committee to pursue this as well as voice radio communication. Over the next year and one half, the ad hoc committee members researched other consortiums and developed a recommendation to distribute the administrative responsibilities of the organization among all partner members. This recommendation was forwarded to the full board in September 2007. Brown County members stated opposition to this reorganization without stated options and clear definition of their opposition. This continued for two subsequent meetings until a vote which passed with 9 members aye, 3 members nay. This was the first vote taken by FAB that had not passed unanimously.

1a.

During the final months of 2006 up to September 2007, Sheriff Dennis Kocken was a member of FAB as allowed by the FoxComm Intergovernmental Agreement (IGA). The IGA (attached) membership allows for two elected officials from each county, the Sheriff and a county board supervisor. During the timeframe that Sheriff Kocken and then Supervisor Harold Kaye were members of FAB, communications and discussions had seemed to be positive and reciprocal among FAB members from all partner counties.

Another element of this committee's efforts was to move forward with a consultant review of data and radio communications and network within the region. This was done on the foundation of the initial 2002 FoxComm Intergovernmental Agreement and the national movement toward funding regional initiatives. The 2000 IGA was signed by all four counties and this document has been distributed to all participants and FAB members. This IGA states that FoxComm would also include any combined effort to connect public safety agencies among the counties via voice or data networks. At this point, this project is still being developed and no conclusions have been made.

During the early months of 2008, concerns had been voiced concerning the FoxComm funding formula based on population by Mr. Nickel. On June 5, 2008 while at a FOXCOMM Fiscal Advisory Board Meeting held at the Winnebago County Sheriff's Office, Mr. Nickel once again brought up the subject of the funding formula and mentioned, without specifics, 2-3 other ways that the funding could be structured. At that point, members of the board asked Mr. Nickel to place an agenda item for the next FOXCOMM Fiscal Advisory Board Meeting (June 26, 2008) to discuss the specifics of what Brown County considered to be an equitable funding formula. At the June 26, 2008 meeting when that agenda item came up, Brown County was asked if they had some specific funding formulas that they wanted the other three counties to consider. None were offered by Brown County at that time, or at any future time. At no time, was the concept of other funding options denied or refused by FAB members.

Since the inception of FoxComm, one of the organization's goals is to achieve operational and cost efficiencies through consolidation of services. Reports were developed prior to and after the deployment of the first FoxComm system. We would like to share these documents with you so that you can compare them to the information provided during your decision process to terminate with FoxComm. Much early research had been done to look at staffing needs for systems of this complexity and the redundant needs of such a mission critical service. This information may prove to be a good foundation for other decisions in Brown County's future.

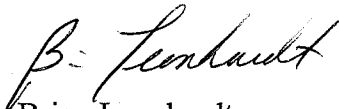
One issue that had been listed as a reason for termination is the denial of the FAB to allow Harold Kaye to take a seat on the board as the Brown County Board of Supervisor representative. To allow Mr. Kaye to sit on the Board as a representative would be a violation of the IGA. The IGA is a contract between the member counties that is authorized by county board resolution within each county. The IGA states "The FOXCOMM Fiscal/Advisory Board shall be established and consist of the Sheriff and/or Head Department responsible for Emergency Communications of each participating County, one member of Administration or their designee from each County, and one

member of each County Board. Mr. Kaye does not fit into any of the called for positions. Until Mr. Kaye's defeated election, he was a member of FAB and actively participated from late 2006 until April 2008. The elected official presence on the FAB was included in the IGA as a reliable connection to the constituents. The counties of Calumet, Outagamie and Winnebago have two elected officials on the FAB to accomplish this important connection.

The last and most concerning issue which we would like to discuss consists of multiple implications which have surfaced since the first of the year. As elected officials and officials that have the utmost respect for human life and the liability of providing 9-1-1 service, we would not jeopardize any delivery of service to any existing partner of FoxComm.

We would like to continue to work through the operational issues of Brown County's termination from FoxComm to protect everyone's best interests. We hope to accomplish this through a joint meeting in the near future.

Sincerely,

A handwritten signature in cursive script, appearing to read "B. Leonhardt".

Brian Leonhardt
FoxComm FAB Chair
Calumet County Board of Supervisors